

Commercial Aviation

A Finnish Aero Show

AN international aero show is to be held in May, 1938, at the Mässhallen, Helsingfors. Popularly known as S.I.L.I. (an abbreviation of the long Finnish title, the Second International Aero Show of the Finnish Air Defence Federation), the show will be held under the patronage of H.E. Kyösti Kallio, President of the Finnish Republic.

Weather Broadcasts

THAT extremely useful weather broadcast from Borough Hill, Northamptonshire, has again been slightly revised, and the new time-table is given in *Notice to Airmen* No. 232.

Normal reports will now be dictated once only, while the forecasts and warnings will, as before, be repeated. During the winter the first series of reports will be given at 7.15 a.m. and the first forecast at 8.45 a.m. The frequency is 245 kc/s (1,224 m.).

Something New in Aerial Position

A SOMEWHAT radical departure from the conventional radio aerial installation is being adopted by Northwest Airlines for their new Lockheed 14s. To take the place of the usual metal nose a plexiglass cone has been designed to house the loop for the radio compass. Tests appear to have shown that the loop has a maximum effectiveness in eliminating "high-speed" static, while this nose section does not absorb signal strength as in the case of a metal covering. Needless to say, the new system also reduces drag.

Making Use of It

AIR transport is proving more and more useful to commercial houses. Messrs. Debenham and Freebody recently chartered an Air Commerce Rapide to fly six of their buyers on a tour to Leipzig, Berlin and Amsterdam.

The advantage of radio in charter work was proved again last week when Capt. Morton took off in the Rapide in thick fog for Warsaw.

Incidentally, the Calcutta charter mentioned a fortnight ago arrived in the scheduled time of six days. Certain excitements occurred during the return journey when Arabs set fire to the Lydda airport buildings, but the pilot managed to take off before any damage was done.

Fen Ditton Replaced

EXACTLY a week ago Fen Ditton aerodrome, Cambridge, which has served the town as a landing ground and training school since 1929, was closed and the new aerodrome, at Teversham Corner, on the Newmarket Road, was opened on the following day.

During these eight years Fen Ditton has given the initial training to many hundreds of pupils and in 1936 alone 88 new pupils obtained their "A" licences and 45 obtained their renewals at Marshall's Flying School. In addition to Marshall's, the aerodrome has been the headquarters of the Cambridge Aero Club and the University Aero Club, Ltd. All three are moving to the new quarters.

The old aerodrome was on the small side and Marshall's were determined that any future development they might undertake should be on a site big enough to enable them to develop a first-class aerodrome for good. The new aerodrome, when fully completed, will give runways of between 1,300 and 1,600 yards in all directions, which is greatly in excess of the Air Ministry's requirements. The first main hangar is now completed, its dimensions being such as will enable the largest of air liners to be accommodated. Built out from the main hangar are the engine overhaul shops, engine test beds, paint shops, stores, works offices and mess room. The other two buildings which are now being constructed and which

will be ready for use early in the New Year, will be the control building and an hotel.

The new aerodrome is almost as near to the centre of Cambridge as the old one was—which is an important point.

Photographic Deviation

ACCORDING to investigations made by a U.S. Bureau of Air Commerce inspector, it seems that the presence of a photoelectric light meter, such as are used a good deal by more enthusiastic photographers, can have a very marked effect on the compass reading. Even at a distance of 18 in. from the compass it was found that the error was 10-15 deg. Quite a number of pilots use these meters—or cameras with such devices built therein—and the point is worth remembering.

Juhu Improvements

BY next year the development of Juhu aerodrome, Bombay, should be complete. It is expected that as from the next monsoon it will not be necessary to use Poona. Waterlogging and the absence of proper runways for monsoon take-offs have hitherto been Juhu's serious drawbacks. The former has already been removed and proper runways are in process of construction. Facilities for night flying have been provided, and a D/F station is being laid out.

Air Mail News

TO celebrate this year's Stamp Exhibition, held in London last week, a number of labels were issued which—while not pretending to be stamps nor to have any postal validity—will form interesting souvenirs of the event. One design, produced in miniature sheets of six labels each, printed in blue, illustrates a Short Empire flying boat.

Among the best things shown in the exhibition was a collection illustrating the history of British inland air-mail services, formed privately by Mr. A. Phillips, of Newport, Mon., and showing many scarce flown covers, as well as documentation in the form of time-tables and photographs of some of the machines used.

Suspension of operations for the winter after a very short season will give added value to covers flown on two northern air routes of 1937: the Stavanger-Newcastle service of Allied Airways (Gandar Dower), Ltd., and the Stockholm-Moscow service that was operated jointly by ABA and Aeroflot. It is not likely that vast quantities of mail have been carried on either—especially as on Allied Airways covers were not carried from England, but only to England from Norway. For the first flight the company issued in Stavanger a special envelope with small pictures of a D.H.86. A cachet commemorating the event was applied, presumably by the Norwegian postal authorities.

Stockholm-Moscow first flight covers, on the other hand, are distinguishable only by the date (July 1) which appears in a circular airmail postmark including also a line drawing of a monoplane.

Incidentally, the use of aeroplane pictorial postmarks on envelopes not sent by air seems to be growing. These marks, suggesting that the recipient should use the air mail, are a form of publicity that costs nobody anything, and is rarely overlooked by him. America and Germany are among the companies that have made most use of it in the past, and an interesting recent mark is also German. It records the two hundred and fiftieth crossing of the South Atlantic by German mail aircraft, and gives a rough sketch of one of the Dornier flying boats which, in co-operation with mother ships, are used to operate the service.

Switzerland also has an air-mail propaganda postmark for ordinary mail, and this illustrates with remarkable fidelity one of the old Lockheed Orion monoplanes of Swissair. The wording is bilingual.



THE BURNELLI IN ENGLAND: On Monday of this week the American version of the Burnelli was flown over to Croydon from Rotterdam by Mr. S. V. Morton. The owner is Sir Cuncliffe Owen, who originally entered this or a similar machine in the abandoned Atlantic race.